

Network Rail view - From Mr Prest giving evidence

The “line” at crossings behind which people are safe is 2 metres from the rail.

From investigation on the internet

The rails are 1435mm apart in the UK

The kinematic envelope (or at least one of them) for rolling stock is 3290mm wide

So the overhang of the envelope over the rails is $3290 - 1435 = 1855\text{mm}$

The train overhangs each side of the rails so this is to be divided by two so 927mm

Note – There are many gauges varying by type of rolling stock and line, this looks to be the most appropriate to me, but Network Rail may be able to provide a more definitive figure. But it will not be far from this figure.

So a point 2 metres from the rail is approximately $2000 - 927\text{ mm}$ This puts a pedestrian just under 1100mm from a passing train.

Network Rail – from personal observation

At Needham Market station on the line in question the yellow line on the platform is 1250mm from the platform edge, and hence from passing trains.

Design Manual for Roads and Bridges

I have failed to find any guidance on the width of footways in this set of documents.

Manual for Streets



6.3.22 *There is no maximum width for footways. In lightly used streets (such as those with a purely residential function), the minimum unobstructed width for pedestrians should generally be 2 m. Additional width should be considered between the footway and a heavily used carriageway, or adjacent to gathering places, such as schools and shops. Further guidance on minimum footway widths is given in Inclusive Mobility.*

From Inclusive Mobility

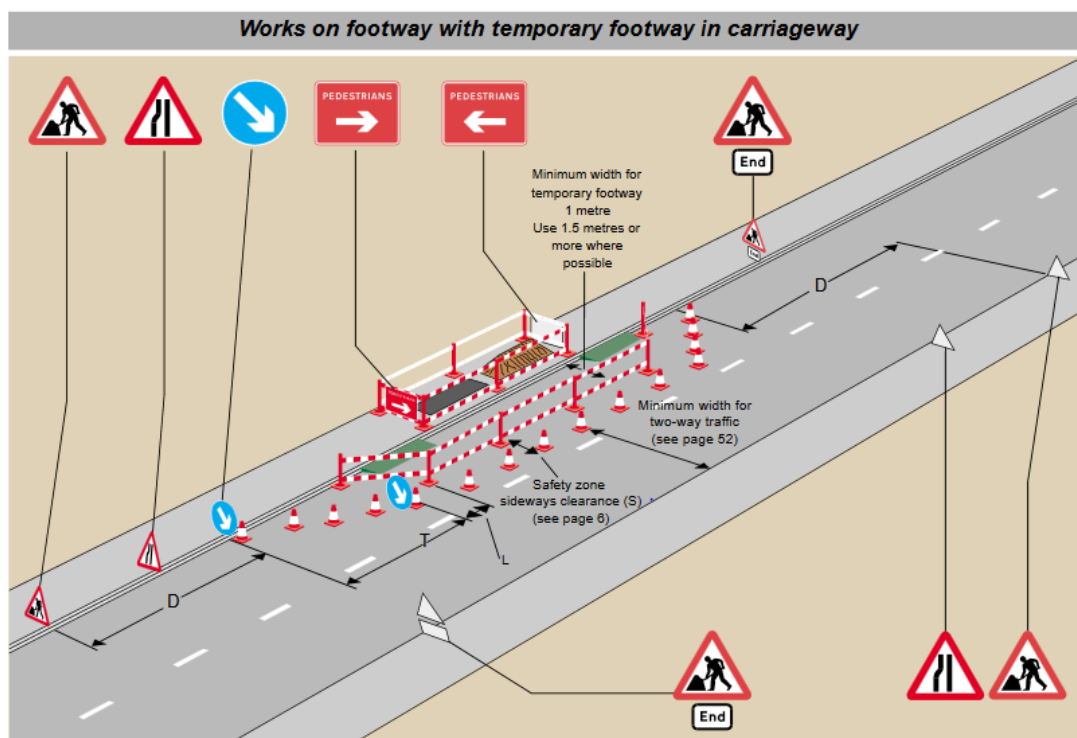
2.2 Mobility impaired and visually impaired people

Someone who does not use a walking aid can manage **to walk along a passage way less than 700mm wide, but just using a walking stick requires greater width than this; a minimum of 750mm. A person who uses two sticks or crutches, or a walking frame needs a minimum of 900mm, a blind person using a long cane or with an assistance dog needs 1100mm. A visually impaired person who is being guided needs a width of 1200mm. A wheelchair user and an ambulant person side-by-side need 1500mm width.**

From safety at Street Works and Road Works

Safety at Street Works and Road Works

A Code of Practice issued by the Secretary of State for Transport, Local Government and the Regions, The Scottish Executive and the National Assembly for Wales under sections 65 and 124 of the New Roads and Street Works Act 1991, and by the Department for Regional Development (Northern Ireland) under article 25 of the Street Works (Northern Ireland) Order 1995



For numbers and size of cones, length of lead in taper (T) and dimensions 'D', 'L' and 'S' see table inside back cover. Information boards should also be displayed (although omitted here for clarity). See page 20.

Page 6 says:

•The sideways clearance (S) This is the width between the working space and moving traffic. The sideways clearance is measured from the outside edge of the working space to the bottom of the conical sections of the cones on the side nearest to the traffic (see page 8). It will vary with the speed limit.

Last page (page 73) says:

SIZE AND SITING DISTANCE: DETAILS OF SIGNS AND CONES AND SAFETY ZONE DIMENSIONS

Type of road	Minimum and normal maximum siting distance (D) of first sign in advance of lead-in taper (metres)	Minimum clear visibility to first sign (metres)	Minimum size of signs (mm)	Minimum height of cones (mm)	Sideways Safety Zone (S)	Details of lead-in cone tapers (but see Notes below) Recommended lengths	Width of hazard (metres) including Safety Zone (S)						
							1	2	3	4	5	6	7
Single carriageway road, restricted to 30mph or less	20 to 45	60	600	450	0.5m	Length of taper (T) in metres Minimum No. of cones Minimum No. of lamps at night	13 4 3	26 4 3	39 6 5	52 7 6	65 9 8	78 10 9	91 12 11
Single carriageway road, restricted to speeds of 31 to 40mph inclusive	45 to 110	60	750	450	0.5m	Length of taper (T) in metres Minimum No. of cones Minimum No. of lamps at night	20 4 3	40 6 5	60 8 7	80 10 9	100 13 12	120 15 14	140 17 16
All-purpose dual carriageway road, restricted to 40mph or less	110 to 275	60	750	450	0.5m	Length of taper (T) in metres Minimum No. of cones Minimum No. of lamps at night	25 4 3	50 7 6	75 10 9	100 13 12	125 15 14	150 18 17	175 21 20
Single carriageway road, with speed limit of 50mph or more	275 to 450	75	750	450	1.2m	Length of taper (T) in metres Minimum No. of cones Minimum No. of lamps at night	25 4 3	50 7 6	75 10 9	100 13 12	125 15 14	150 18 17	175 21 20
All-purpose dual carriageway road, with speed limit of 50mph or more	725 to 1600	105	1200	750	1.2m	Length of taper (T) in metres Minimum No. of cones Minimum No. of lamps at night	32 5 4	64 9 8	96 12 11	128 16 15	160 19 18	192 23 22	224 26 25

Speed limit (mph)	30 or less	40	50	60	70
Minimum longways clearance (L) metres	1/2	15	30	60	100

NOTES:

1. Lead-in tapers used with traffic control, and all exit tapers, shall be at about 45° to the kerb line with cones spaced 1.2 metres apart.
2. The maximum spacing distance of cones in longitudinal lengths of coning shall be 9 metres, but no fewer than 2 cones shall be used in any length between tapers.
3. In certain circumstances on congested roads with speed limits of 30mph or under, the taper may also be reduced to 45° (see page 7).

Suffolk County Council have a design document for roads available on their web site



Suffolk County Council

Home » Planning, waste and environment » Planning and development advice » Suffolk Design Guide for Residential Areas

Suffolk Design Guide for Residential Areas

Advising house builders about the design of residential areas in Suffolk including choice of materials, individual dwellings and roads.

The Suffolk Design Guide for Residential Areas is used as supplementary planning guidance by all local authorities in Suffolk; and was revised in 2000 in accordance to changes in planning policy guidance.

This guide **must** be read together with the [estate road specification](#) and [parking for new developments guidance](#).

Please note that some aspects regarding highway design are now outdated and we recommend that any developer should seek guidance from the Development Management Team at the earliest opportunity.

Send details of your enquiry to Highways.DevelopmentControl@suffolk.gov.uk

Sections of the Suffolk Design Guide for Residential Areas

- [Introduction](#) (PDF, 145KB)
- [Perceptions](#) (PDF, 2.34MB)

Shape of development

- [Highways](#) (PDF, 4.39MB)
- [Design Principles](#) (PDF, 4.35MB)
- [Landscaping](#) (PDF, 3.42MB)

Materials

- [Dwellings](#) (PDF, 1.27MB)
- [Roads](#) (PDF, 1.20MB)
- [Hard Landscaping](#) (PDF, 4.11MB)

Individual dwellings

- [Design Principles](#) (PDF, 4.59MB)
- [Parking and Garaging](#) (PDF, 3.63MB)
- [Driveways](#) (PDF, 648KB)

Road types in detail

- [Pages 95-103](#) (PDF, 3.88MB)
- [Pages 104-125](#) (PDF, 2.24MB)
- [Utilities, Services and Street Furniture](#) (PDF, 2.03MB)
- [Appendices](#) (PDF, 1.26MB)

Contact us

Email planning@suffolk.gov.uk with any questions about the Suffolk Design Guide for Residential Areas.

Suffolk County Council

Planning, waste and environment

Planning and development advice

- Standard drawings for vehicular access
- Estate Road Specification
- Suffolk Design Guide for Residential Areas
- Air quality management
- Parking guidance
- Section 106 planning obligations
- Travel plans
- Planning advice archive
- Spatial planning
- Riparian ownership in Suffolk
- Planning a development in a flood zone
- Neighbourhood planning guidance

Follow us or print this page

6

Road Types in Detail: Structures; Adoption Procedures

Contents	Page
Local Distributor Road	96
Major Access Road	98
Minor Access Road	100
Shared Surface Road	102
Junction Visibility Standards	104
Road Adoption Advance Payment Code	106
Structures to be adopted	112
Highway Surface Drainage	117
Road Lighting	121
Design Aids for Visibility on Bends	123
Swept Path Diagrams	124
Typical Turning Heads	125



Major Access Road

6.1.1. Residential Road with footways that would not normally serve more than 300 dwellings and may give shared direct access to dwellings.

TMS - Less than 30mph. Minimum Width - 5.5 metres. (Widening will be required on bends of 5.5m roads which have a centre line radius less than 100m).

Minimum centreline radius - 30m.

Distance between speed restraints - 80 to 120m.

Maximum gradient - 1 in 15 but 1 in 25 for the first 20m.

Minimum gradient - 1 in 125

Minimum forward visibility - 50m

Minimum spacing between junctions - 50m

Minimum junction stagger - 25m

Junction visibility - See 6.4.1.

Footway Width - 1.8m normally required on both sides of carriageway.

Kerb Radius (junction of Local Distributor Road and Major Access Road) - 10.67m

Kerb Upstand - 100mm or for vehicular crossings 12mm, flush for pedestrian/cycle crossings in conjunction with tactile paving.

But I am aware from other dealings with SCC that this document is out of date, and in any case applies to developments, not existing main roads.